

To-day's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

OPEN
EVERY EVENING,
CROWDED! CROWDED!!

THE PUBLIC ADMIT THE BEST
CIRCUS
that has visited Hongkong.

OUR JAPANESE ARTISTES,
THE BEST JAPAN HAS PRODUCED.

SATURDAY AFTERNOON,
23rd November, 1889.
GRAND MATINEE.

Doors open at 2.30, commencing at 3
p.m. sharp.

Amuse in care of Children to Chairs 50
Cents.

Prices of Admission:
Boxes of 6 Chairs ... \$12.00
Single Seats Boxes ... 2.50
Dress Circle Chairs ... 2.00
Stalls, Carpeted Seats ... 1.00
Pit ... 0.50
Children under 12 ... Half-price.
Soldiers and Sailors in uniform—to Pit 25
Cents. Half-price to all other parts except
the Boxes.

Seats and Boxes can be reserved at KIMLY
& WALSH, LIMITED.

ROBERT LOVE,
General Agent.
Hongkong, November 21, 1889. 2197

GYMKHANA.

Will be held on the Racecourse on
SATURDAY, the 23rd Instant,
1889. 1st Race at 2.30 p.m.
Entrance to the Enclosure, 81. LADIES
and MEMBERS of the JOCKEY and POLO
CLUBS admitted FREE.

By kind permission of Lieut. Colonel
VARNON CHAMBERLAIN, the Band and Pipes of
the 4th Artillery, and Highlanders
will be on the Ground.

W. FLETCHER,
Hon. Secretary.
Hongkong, November 21, 1889. 2201

WANTED.

GOOD DRAUGHTSMAN and a **CLERK**
of WORKS in Hongkong on Three
Years Engagement. Apply stating Refer-
ences, Salary and full Particulars to
"H. W. L."
c/o China Mail Office.
Hongkong, November 21, 1889. 2205

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL
AND SINGAPORE.

THE Company's S.S. *Chingwa* having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharves and Godown Company,
LIMITED, Kowloon, whence delivery may
be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Officers of
the Godowns, before Noon on the 27th
Instant, or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 27th Inst. at 4 p.m.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 27th Inst. will be subject to risk.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

Bills of Lading will be countersigned by
ARNOLD, KARBBERG & Co.,
Agents.
Hongkong, November 21, 1889. 2198



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAHIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON.

**BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.**

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
GULF PORTS, MARSEILLES,
TRIESTE, LONDON, NEW YORK
AND BOSTON.

SEEDS ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KAISAR-I-HIND, Capt. G. W. ATKINSON,
with Her Majesty's Mail, will be despatched
from this for LONDON via BOMBAY and
SUZUKI CANAL, on WEDNESDAY, 4th
December, at Noon.

Cargo will be received on board until
4 p.m. on the day before sailing.
Sails and Valuable for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed via
Bombay without transhipment, arriving one
week later than by the ordinary direct
route via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.
Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 21, 1889. 2204

Business Notices.

THE HALL & HOLTZ

CO-OPERATIVE COMPANY, LIMITED

For Balls, Dinners & Evening Parties.

A Splendid Assortment of SUEDE, FRENCH KID, and SILK GLOVES in all the
most FASHIONABLE EVENING SHIRTS; all lengths up to 20 buttons.

SATIN SHOES in WHITE, CREAM, PINK, SKY BLUE, OLD GOLD, CARDINAL
and BLACK; all Sizes.
BROOCHES and MOIRE SILKS, SATINS, and PONGEES, PEARL NETS,
and THIMMINGS, TULLIES, GAUZZES, WOOL WRAPS, OPERRA CLAWS and
HOODS, GAUZZE and SATIN FANS, RIBBONS, LACES, FRILLINGS, &c., &c.

EVENING COSTUMES.

MADON AT SHORT NOTICE under the personal supervision of an experienced
DRESSMAKER and a perfect fit guaranteed.

HALL & HOLTZ CO-OPERATIVE LTD

Hongkong, November 21, 1889. 2200

To-day's Advertisements.

FOR YOKOHAMA AND KOBE.

The Steamship *Apia*
Capt. E. CURRIE, will
be despatched for the
above Ports TO-MORROW, the 22nd Inst.,
at 10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, November 21, 1889. 2194

FOR SHANGHAI.

The Steamship *Amoy*
Capt. T. L. LEMMON, will
be despatched for the
above Port TO-MORROW, the 22nd Inst.,
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, November 21, 1889. 2195

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

The Company's Steamship
Tatung,
Capt. J. A. MORRIS,
will be despatched for the
above Port on SUNDAY, the 24th Inst.,
at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, November 21, 1889. 2196

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Formosa,
Capt. H. H. H. will
be despatched for the above
Ports on SUNDAY, the 24th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, November 21, 1889. 2199

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s
Steamship
Yamato
will leave for the above
places on TUESDAY, the 26th Instant, at
4 p.m.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 21, 1889. 2184

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s
Steamship
Thames,
Capt. W. J. NASTES, will
leave for the above place about 24 hours
after her arrival at the outward English
Mails.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 21, 1889. 2203

STEAM TO STRAITS & BOMBAY.

(Calling at COLOMBO,
if sufficient inducement offers.)

The P. & O. S. N. Co.'s
Steamship
Gwalior,
Capt. W. J. NASTES, will
leave for the above places on SATURDAY,
the 7th December, at Noon.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 21, 1889. 2202

DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS.

WE beg to invite attention to the follow-
ing items in our Stock of WINES
and SPIRITS worthy of special attention.

BRANDY.
COGNAC EXTRA. A very old pale Cognac
of excellent quality.
Per Case, \$16.

WHISKY.
SCOTCH.—A blend of the finest Whiskies
produced in Scotland; mature and soft.
Per Case, \$10.

CLARET.
CHATEAU LAFITE. An exceptionally fine
wine 10 years old; very soft and light.
Per Case, \$10.

SERRIES.
Vino de Porto. A dry natural wine re-
commended to the notice of connoisseurs.
Per Case, \$10.

Delicious. The very finest Sherry, can-
not be surpassed.
Per Case, \$14.

A special selection of MANILA CIGARS
Manufactured for us by CONSTANTINO DIAZ.
Y. Co. now in stock.

Telephone No. 60.
22 & 24, QUEEN'S ROAD
CENTRAL. 2149

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Nagasaki leaves for Coast Ports
10 a.m.—*Apia* leaves for Y. H. M. &c.
4 p.m.—*Amoy* leaves for Shanghai.

Arrivals.

9 p.m.—*Woodyear's Royal Australian*
Circus at Boverington.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY

is replete with the best Machinery, em-
bodying all the latest improvements in
the trade.

THE greatest attention has been paid to
the purity of the water supply, which we
add to Carbonic acid, capable of supplying us
with 3,000 gallons of distilled water a day,
and are now in a position to compete in
quality with the best English Makers. Our
Sweet Waters cannot be surpassed any-
where.

The purest ingredients only are used,
and the utmost care and cleanliness are
used in the manufacture throughout.

For COAST PORTS, Waters are packed
and placed on board ship at Hongkong
prices, and the full amount allowed for
Packages and Expenses when received in
good order.

Counterfeit Order Books supplied on
application.

COAST PORT ORDERS.

Whenever practicable, are despatched by
first steamer leaving after receipt of order.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus
will receive prompt attention.

The following is a List of Waters always
kept ready in stock:

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SALTZ-WATER
LITHIA WATER
SARSAPARILLA WATER
Tonic WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that are
dirty, or greasy, or that appear to have
been used for any purpose other than
that of containing Aerated Waters, as
such bottles are never used again by us.

WATSON'S Pure Fruit Cordials.

Prepared from the Juice of the finest
selected Fresh Fruit.

RASPBERRY, BLACK CHERRY,
STRAWBERRY, RED CURRANT,
DAMSON, ORANGE PLUM.

PINE APPLE, MORELLO CHERRY,
LEMON FRUIT, &c.

A table-spoonful twice or thrice according
to taste added to a tumbler of plain or
aerated water forms a delicious beverage.
The addition of Wines or Spirits produces
excellent and palatable results.

Price, 75 Cents per Bottle, or \$7.50 per
dozen. Cash Assorted.

RASPBERRY SYRUP Price, \$1 per
Bottle.

STRAWBERRY SYRUP Price, \$1 per
Bottle.

RASPBERRY VINEGAR Price, \$1 per
Bottle.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. 1184

The publication of this issue commenced
at 8.10 a.m.

The China Mail.

HONGKONG, THURSDAY, NOVEMBER 21, 1889.

The paragraph which concludes an able
and exhaustive report by the Governor on
the position of the Colony and the work
done during the past two years was written
especially for the authorities at Home, and
it is necessary for residents here who read
it to bear this in mind. His Excellency is
of opinion that the wealth and importance
of Hongkong are very imperfectly realised
at Home, and he endeavours to dispel the
ignorance. The writings of "special commis-
sioners" and others who, on visiting these
shores, have been amazed at our business
activity and at the large trade carried on in
this small island, have doubtless done not a
little to enlighten the mother-country with
regard to our position, but the writers have
generally mixed up so much fiction with
truth and betrayed so glaringly their igno-
rance of the history of the Colony, that the
Governor would be perfectly justified in
volunteering to the Legislature that there was
room and a call for a special authoritative
report on our past achievements and future
prospects. His Excellency does not tell
us the immediate object he had in
view in penning this glowing report,
but as in his message to Council at the
opening of last session, he indicated
his desire to raise a small loan for the
most pressing public improvements, we are
justified in thinking that he had this
end most particularly in view. Considered
in this light the report is very apposite, and
well calculated to meet the purpose intended.
His Excellency, however, cannot expect
it to have the same effect on Hongkong
kind. Just as a landscape which, viewed
at a great distance, seems charmingly pic-
turesque may, on a near approach, reveal
ugly spots, so an eloquent description on
the advance of Hongkong, which may be
delightfully interesting to the people at
home, runs the risk of
appearing bombastic puffing to the actual
residents of the place. The Governor's
report comes, also, at a time when
this Colony are concerned, at a rather

important moment. We were rather
surprised with such laudations a few months
ago and are now experiencing the nausea
that generally follows overrating. Although
the tea trade was crippled and the emigra-
tion trade to America and Australia was all
but annihilated, we were confidently told
a year or so ago that the Colony
was entering on an era of unprece-
dented prosperity. The "boomers" point-
ed to the great building work that was
going on in the Colony and the large in-
crease in the value of land as evidence of
the beginning of the prosperous days.
Their rhapsodies found too ready ears.
Speculation, to which mainly the abnormal
rise in the value of land was due, was
stimulated to still higher flights, and at one
time any project, however wild, would have
found financial support in this Colony.
Companies with a capital of something like
ten million dollars were floated and for a time
everything went as merry as marriage bells.
Of course the inevitable reaction followed.
The large sums of money locked up in joint
stock concerns were wanted for other pur-
poses. Everybody wished to sell shares,
and as there was no prospect of any return
from many of the ventures for one or two
years to come, the value of stocks fell rap-
idly. Even the stable, long-established en-
terprises of the Colony suffering from the
general depression.

In order, therefore, to rightly judge of the
position and prospects of the Colony, we
must make ample allowance for the action
and reaction of the speculation that was
rampant during last year and the first part
of this year. When that is done, it will be
found, we think, that the Governor's view
of the situation is somewhat too rose-
coloured. From 1884 to 1887 trade was
very brisk in the colony. We were re-
covering from the depression caused by the
Franco-Chinese trouble. But since the
end of 1887, what may be called the real
trade of the Colony has shown no signs of
expansion, rather the reverse. And the
reason of the stagnation is only too
manifest. We have already referred to the
decline of the China tea trade and the
partial stoppage of emigration. To these
causes have to be added the de-
creased purchasing power of the Chinese,
due to the losses caused by famine and
drought, likewise the increase in the
growth of native opium which has lessened
the demand for foreign opium. These and
other causes have contributed to the decline
or rather want of expansion in our trade
during the last two years. We do not believe
that Hongkong will be permanently affected
thereby. The Colony will soon make up for
the check in the American and Australian
trade by the development of trade with
Borneo, Tonkin, Siam &c., as these places
come, which they are bound to do,
more and more under the influence of Eu-
ropean civilisation; and our trade with
China, although it may not expand so
rapidly as the optimists believe, cannot remain
stationary. Still it is possible our com-
merce may not increase to any great extent
for several years to come. Of course, if
China were only opened up by railways and
good roads the possibilities of increase are
immense. But judging from the slowness
with which things move in China, it may
be many a long day before that happens.

The retarding element is not much oppo-
sition to the intentions of foreigners as the
corruption of the officials and the moral in-
capacity of the people to undertake such
enterprises. As long as China remains
closed it is very doubtful whether trade with
her can go much beyond the present limits.
She already imports a great deal more than
she exports, and her statesmen are begin-
ning to be anxious as to the future, fearing
that the "balance of trade" will remain an
unfavourable one in the past.

We do not, as we have said, take a de-
pendent view of the Colony. Its future,
with careful management, ought to be se-
cure. For the present, however, Hongkong
must be content to advance slowly; as there
are many serious difficulties to be overcome.
Great care must be taken not to increase
the burdens on trade, because if this
becomes too expensive a place for the Chi-
nese to live in they may betake themselves
with their industries elsewhere. His
Excellency in his report boasts that the
13 municipal tax is below the municipal
rates of large towns in England. If we take
into account, however, how dear landed
property has become in the Colony and
what a large proportion of income is ab-
sorbed in rent, it is doubtful whether the
conclusion is justified. The great rise in the
value of land, which the Governor thinks
so hopeful a sign of the Colony's prosperity
may not be an unmitigated good. There is a
point beyond which it must obstruct the
trade of the port. The land question,
however, is such a wide one that it is im-
possible in a general article like the present
to enter fully into its details. We may
have more to say when we come to con-
sider the part of the report which deals
more specially with this subject.

But it is not so much from the extension
of our shipping trade as from the increase
of manufactures that His Excellency ex-
pects the future expansion of Hongkong.
If we had only cheap coal, he thinks, we
could, with the cheap labour at our command,
start many industries that would be a fruit-
ful source of wealth. We have long shared
the opinion that Hongkong was admirably
adapted for becoming a manufacturing city,
and we often expressed our regret during
the recent financial excitement that the
large sums of money subscribed for joint

stock concerns should go for the founding
of enterprises outside the Colony, rather
than the starting of new works in the
Colony. The "boom," however, showed that
there was a large amount of available capital
in Hongkong and even in the neighbouring
ports ready for use and that many of the
Chinese had cast off their prejudices and
were willing to co-operate with foreigners.
It is to be hoped that the Chinese journeymen
have not become too disheartened with
their first ventures, and that when a serious
attempt is made to start fresh industries in
Hongkong they will be forthcoming with
their capital. We have as yet done but
little in this direction, and the last three
or four years have been particularly barren
of results, the manufactures which His
Excellency mentions being mostly of older
date. Of course, if we could only get cheap
coal we could embark in such enterprises
with a much greater chance of success.
The Governor thinks that the day is not far
distant when there will be a plentiful and
cheap supply of this indispensable article.
We hope he is correct, but we are not in-
clined to be so sanguine.

TELEGRAMS.

(From El Comercio.)

REFORMS IN THE PHILIPPINES.

MADRID, Nov. 8th, 1889.

Among the reforms to be adopted in the
Philippines next year are the following:—

The abolition of the Manila Mint. The
abolition of the taxes on landed properties.
The re-establishment of the municipalities
to the administrators and delegates of the
revenue department. The pay of the public
officers will be made in real fuerte instead
of real cédula, and a discount of 10 per
cent. will be made on the former. The
category of the Governors of Cebu, Iloilo,
and Jolo will be raised to that of Brigadier
General, and of Leyte and Zamboanga to
that of Colonel. The necessary credits for
the Educational reforms is included in the
Estimates.

MADRID, Nov. 18th, 1889.

The desire for creating municipal coun-
cils in the provincial towns of the Islands
of Luzon, Iloilo and Cebu has received the
signature of the Queen Regent. The munici-
palities will be almost identical with the
Ayuntamiento de Manila. The provincial
governor will appoint, preside and approve
the resolutions. The judges or magistrates
to be appointed by the Governor General.
The Ayuntamiento will manage the funds
of the municipality.

The municipal offices will be filled up by
competition in Manila, and the wages of
the secretaries will be fixed by the Govern-
or General.

The tariff of press telegrams in the Archi-
pelago will be reduced from December
next.

LOCAL AND GENERAL.

PASSED SUZUKI CANAL.

OUTWARD BOUND:—*Sankwa*, Oct. 1; *Le-
nos*, 15; *Elektra*, 18; *Antenor*, Jan. 1;
29; *Benevolence*, Nov. 1; *Danishlight*,
Deception, *Glennville*, *Kanaw*, 5; *Achil-
les*, *Epiphany*, *Euphrates*, 8.

HOPKINS BOUND:—*Hansa*, Oct. 1;
Strathmore, 8; *Attorneys*, *Hesperia*, 29;
Laertes, *Neser*, *Flintshire*, 29; *Ophelia*,
Lydia, Albany, Nov. 5.

The M. M. steamer *Yankee*, with the next
French mail, left Saigon at 11 p.m.
on the 19th, and is due here on the
23rd inst.

The P. M. Co.'s *City of Peking*, with the
AMERICAN MAIL of October 20th, left
Yokohama on the 19th inst., and may
be expected here on or about 20th inst.

The *Thames*, with the English Mail of
Oct. 25, left Singapore on Wednesday,
the 20th instant, at 8.30 a.m., and may
be expected here on or about Tues-
day, the 26th inst. This packet brings
replies to letters despatched from
Hongkong on Sept. 12th.

The *Princess*, with the German mails,
left Colombo for this port on the 17th
inst.

The Canadian Pacific S. Co.'s *a. s. For*
Augusta left Vancouver for Yokohama,
&c., on 2nd inst.

The Canadian Pacific *a. s. Parkie* left
Vancouver for Japan, &c., on the 15th
inst.

The Union Line *a. s. Linfield*, from Lon-
don, left Singapore on the 15th inst.,
and may be expected here on or about
the 21st inst.

The Glen Line steamship *Glenorchy*, from
London, left Singapore on 18th inst.,
and may be expected here on or about
the 22nd inst.

The D. D. R. *a. s. Cassandra* left Singapore
on the 17th inst., and may be expected
here on or about the 22nd inst.

The *Wingang*, from Calcutta, left Singa-
pore on the 17th inst., and may be
expected here on or about the 23rd
inst.

This shere list will be found on the fourth
page.

ANOTHER batch of twenty griffins are
coming down from Shanghai in the *a. s.*
Canion.

Messrs. Carlowitz & Co. inform us that the
N. G. L. steamer *Biagno*, from Bombay,
left Singapore to-day for this port.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *Belgio* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd instant, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 303.75, available for 6 months.
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of this Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, November 6, 1899. 2120

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 27th November, 1899, at Noon, the Company's S.S. *MELBOURNE*, Commandant VERNON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 5 p.m. on the 26th November, 1899. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 14, 1899. 2125

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 303.75, available for 6 months.
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th December.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, November 16, 1899. 2164

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 24th day of November, 1899, at 10 a.m., the Company's Steamship *SACHSEN*, Capt. K. V. GOSSEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 5 p.m. on the 23rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, October 26, 1899. 2051

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *PARATHIA*, 3,127 Tons Register, WALLAGE, Commandant, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on SATURDAY, the 14th December, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver & Victoria (Mex.) \$210.00
To Montreal, New York, &c. 290.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th December.

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For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, November 16, 1899. 2164

Insurances.

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to Accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 4, 1899. 2118

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1897. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANNIE H. SMITH, American ship, Capt. Chas. S. Kendall.—Carlowitz & Co.

B. P. CHENEY, American ship, Capt. E. R. Humphreys.—Order.

DARNA, British barque, Captain Edw. Finlayson.—Chinese.

KARNAK, British barque, Captain A. McNeill.—Master.

NELMIE M. STADE, American barquentine, Capt. Julia C. Teixeira.—Captain.

NICOYA, British barque, Capt. P. Johnson.—Wielor & Co.

PENSHAW, British barque, Captain John Inceley.—Gibb, Livingston & Co.

SACHSEN, American ship, Captain J. O. Bartlett.—Master.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA MAIL—published once in two months.

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Orders for Printing and Book-binding promptly executed at moderate charges.

'CHINA MAIL' OFFICE, 2, Wyndham Street (behind the Club).

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Loading.
Bangkok.	Tachio (c).	Yuen Fat Hong.	Nov. 24, daylight.
Bombay & Ports of Call.	Sachsen (c).	Norddeutscher Lloyd.	Nov. 24, at 10 a.m.
London.	Oopack (c).	Arnhold, Karberg & Co.	About Nov. 30.
London & Ports of Call.	Kaiser-i-Hind (c).	P. & O. S. N. Co.	Dec. 4, at noon.
Manila, via Amoy.	Zafiro (c).	Russell & Co.	Nov. 23, at 4 p.m.
Marseilles, v. Saigon.	Melbourne (c).	Messageries Maritimes.	Nov. 27, at noon.
New York.	Claymore (c).	Adamson, Bell & Co.	About Nov. 24.
New York.	Sea Witch (c).	Russell & Co.	Quick despatch.
S. Francisco, v. Japan.	Belgio (c).	O. & O. S. S. Co.	Nov. 23, at 1 p.m.
S. Francisco, v. Japan.	City of Peking (c).	Pacific Mail S. S. Co.	Dec. 10, at 1 p.m.
Shanghai.	Amoy (c).	Siemens & Co.	Nov. 22, at 4 p.m.
Shanghai.	Thames (c).	P. & O. S. N. Co.	Quick despatch.
Shanghai, Kobi & Yna.	Vangas (c).	Messageries Maritimes.	About Nov. 27.
Shanghai, via Amoy.	Dardanus (c).	Butcherfield & Swire.	November 27.
S'pore, Havre & H'burg.	Daphne (c).	Siemens & Co.	Nov. 26, at 10 a.m.
Straits and Penang.	Gwalior (c).	P. & O. S. N. Co.	Dec. 7, at noon.
S'pore, Amoy & T'wai.	Namon (c).	Douglas Lapaik & Co.	Nov. 22, daylight.
S'pore, Amoy & T'wai.	Formosa (c).	Douglas Lapaik & Co.	Nov. 24, daylight.
Vancouver (B.C.), &c.	Parthia (c).	Adamson, Bell & Co.	Dec. 14, at noon.
Yokohama and Kobe.	Leila (c).	Siemens & Co.	Nov. 22, at 10 a.m.
Yokohama, v. N'ki & Kobe.	Nizam (c).	P. & O. S. N. Co.	Nov. 26, at 4 p.m.

SHARE LIST—QUOTATIONS—NOVEMBER 21, 1899.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	50,000	\$ 125	all	18 1/2, sales, cash.
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	50	\$130
China Traders' Insurance Co., Ltd.	24,000	\$ 33.33	25	\$72, buyers
Chinese Insurance Co., Limited.	1,500	\$ 1,000	200	\$150, nominal
North-China Insurance Co., Ltd.	1,000	\$ 200	2	\$130, buyers
Union Insurance Society Co., Ltd.	39,000	\$ 100	20	\$82
Yantai Insurance Association, Ltd.	10,000	\$ 250	25	\$103, ex div.
Yantai Insurance Association, Ltd.	3,000	\$ 25	all	\$10, 30
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	\$ 100	50	\$86
Hongkong Fire Insurance Co., Ltd.	3,000	\$ 250	50	\$80
Straits Fire Insurance Co., Ltd.	20,000	\$ 100	50	\$46
Yantai Fire Insurance Co., Ltd.	3,000	\$ 250	50	\$46
Singapore Insurance Company, Ltd.	40,000	\$ 100	20	\$15, nom.
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	\$ 125	all	6 1/2, prom.
STAMENBOTS.				
China and Malacca S. S. Co., Ltd.	3,500	\$ 50	all	\$102, sellers
Douglas Steamship Co., Limited.	20,000	\$ 50	all	\$65, ex div.
H. K. & M. Steamboat Co., Ltd.	80,000	\$ 20	all	\$42, buyers
Indo-China S. N. Company, Limited.	50,000	\$ 10	15	1/2, dis., buyers
Steam Launch Company, Limited.	2,000	\$ 50	all	\$30, nominal
REFINERIES.				
China Sugar Company, Limited.	15,000	\$ 100	all	\$107, buyers, cash
Leeson Sugar Company, Limited.	7,000	\$ 100	all	\$107, cash
WHAVERIES.				
H. K. & Kwai, Wharf & Godown Co.	20,000	\$ 50	all	\$88, new issue
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.	50,000	\$ 100	50	\$690, cash, buyers
Kowloon Land and Building Company, Limited.	6,000	\$ 50	50	\$322
Peak Building Company, Richmond Terrace Building Co.	10,000	\$ 100	50	\$100, 200
Shanghai Land Company, Ltd.	12,500	\$ 50	50	\$69, sales
WEST POINT BUILDING CO., LIMITED.	12,500	\$ 50	50	\$69, sales
RAILWAYS.				
H. K. High-Low Tramways Co., Ltd.	1,200	\$ 10	50	\$290, 50 prem.
MINING.				
Jobebu Mining & Trading Co., Ltd.	4,500	\$ 5	5	\$5, cash
P. njoia & Sanguea Dua Samanai Mining Co., Ltd.	60,000	\$ 10	all	\$18, buyers
Selama Tin Mining Company, Limited.	115,000	\$ 5	5	\$24, sales, cash
Societe Francaise des Charbonnages du Tonkin.	8,000	\$ 500	500	\$500
PLANTING, ETC.				
China-Borneo Company, Limited.	7,500	\$ 100	50	\$645, nom.
David Bay Trading Company, Ltd.	4,000	\$ 200	50	\$810, nom.
East Borneo Planting Co., Limited.	4,000	\$ 50	50	\$408, nom.
Labai Planting Company, Limited.	5,000	\$ 50	50	\$115, nom.
Songka Koyah Planting Co., Ltd.	6,000	\$ 50	50	\$408, nom.
H. G. Brown & Co., Limited.	6,000	\$ 50	50	\$82, buyers
The Lamang Planting Co., Limited.	6,000	\$ 50	50	\$2640, nom.
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited.	4,000	\$ 50	50	\$25, 50 dis.
Hongkong Hotel Company, Ltd.	3,000	\$ 100	all	\$210
Peak Hotel and Trading Co., Limited.	4,000	\$ 50	50	\$1825
Borneo Hotel and Stores Co., Ltd.	1,000	\$ 50	50	\$308, nom., ex div.
DEPOTERIES.				
A. S. Watson & Co., Limited.	50,000	\$ 10	all	\$23, cash, ex div.
Cruikshank & Co., Limited.	1,600	\$ 10	all	\$2, buyers
LIGHTING.				
H. K. and China Gas Co., Limited.	5,100	\$ 10	all	\$130, sellers
New Shares.	1,900	\$ 10	all	\$7.10
Hongkong Electric Co., Limited.	30,000	\$ 10	50	\$24, cash
NEW AND OLD CURRENCY.				
Green Island Cement Co., Ltd.	20,000	\$ 50	50	\$25
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 25	50	\$18
WHEELSHOPS.				
A. G. Gordon & Co., Limited.	6,000	\$ 25	50	\$20
Campbell, Moore & Co., Limited.	1,200	\$ 10	all	\$11
Geo. Fenwick & Co., Limited.	6,000	\$ 25	50	\$25
Hongkong Rubber Company, Ltd.	50	\$ 50	all	\$50, nominal
Hongkong Dairy Farm Co., Ltd.	3,000	\$ 10	all	\$16
Hongkong Ice Company, Limited.	5,000	\$ 25	all	\$110
H'kong Rope Manufacturing Co., Ltd.	3,000	\$ 50	all	\$105
Marinebank Furniture Co., Ltd.	3,000	\$ 25	50	\$67
LOANS.				
Chinese Importers 1884	\$1,394,700	\$1,500	3 1/2	annum 3 1/2 prem., nominal.
" " 1884	\$1,594,700	\$1,500	3 1/2	" " 5 prem. "
" " 1886	\$1,787,300	\$1,250	7	" " 14 1/2 prem. "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1899	\$ 400,000	\$500	6	annum 5001

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG.

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Hongkong, January 19, 1900.

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A SKETCH.

PRICE, FIFTY CENTS.

To be had at MESSRS. LANE, CRAWFORD & Co.; MESSRS. KELLY & WALES; and MESSRS. W. BREWER & Co.

August 14, 1899. 1662

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALUMNI MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to: JAMES GANTLIE, Hon. Sec. to the College.

Hongkong, August 7, 1899. 1317

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